397 Germany. It is, however, believed that tank wagons have been built to German order by the Astra Works at Braşov, and that narrow-gauge rolling-stock for the State Forestry Department has been under construction at Braşov.

●398 439 **4. Motor Vehicles**

In spite of the gradual industrialisation which was taking place in Rumania in the early 1930's, by 1935 there was no motor-vehicle industry, so that the country was entirely dependent on imports. The Government, therefore, to combat the steady decline in the number of motor vehicles which had been taking place since 1930, issued a decree in 1935, offering special facilities to foreign manufacturers who would establish assembly plants. At the same time the establishment of a domestic manufacturing industry was contemplated, a plan which does not appear to have been realised.

398 439 Following this decree the whole of the motor-car assembly industry, which was then built up, was dominated by American manufacturers, the three main assembly plants all in Bucarest, being —

Ford Romana S.A.R., for assembly of Ford motor vehicles of all types

Leonida S.A., for assembly of Chevrolet cars, and representatives for General Motors

Saral S.A.R., for assembly of Chrysler cars and others such as Dodge, De Soto and Plymouth and Fargo trucks.

From 1938 onwards several firms were established by German companies, including :—

Româno-Germană S.A.R., for repairs and servicing of vehicles.

Skoda Industrială Română S.A.R., for the import and sale of Skoda products, and for assembly and repair work.

Tatra Română S.A.R., representatives of the Ringhoffer-Tatra-Werke A.G., Prague

Demag Română S.A., agents for Demag motors of Duisburg.

With the establishment of these and other affiliated German firms the automobile assembly industry gradually passed into German hands, a process which was completed in 1940 when the Americans withdrew from the country.

398 As a result of the establishment of all these firms, the number of motor vehicles increased, and in 1938 there were 34,000 vehicles of all descriptions in the country. The estimated total number of lorries in civilian use on July 1st, 1943, was 9,600, of which 6,500 with up to 3 tons capacity and the remainder over 3 tons.

398 439 Germany has, during the war period, continued to export motor vehicles to Rumania, and the industry has continued to be engaged on repair and assembly work, parts being supplied by Germany.

5. Electrical Industry

393 439 The electrical industry is small and mainly concerned with the manufacture of accumulators and cables, the former probably being largely a matter of assembly from parts supplied by the German A.F.A. company (Accumulatoren Fabrik A.G., of Berlin and Hagen). Imports in 1937, about 60 per cent. of which came from Germany and Austria, amounted to 20·9 million R.M. (716·87 million lei) which compared with a domestic output in that year of 11 million R.M. (417·3 million lei).

393 The following are the main factories engaged on production of electrical equipment :—

[26c]